Used Hyundai iLoad inspection checklist

What to check on a used iLoad or iMax, what a problem looks like, and when to walk away.

COVERS **TQ** 2008–2018 **TQ facelift** 2018–2021

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☐ **Tick it** if it's fine. **Cross it** if it isn't, and note what you found so you can price it into your offer.

! **Safety critical:** affects how safely it drives or protects you in a crash. Best to have a mechanic check it before you buy.

$ **Negotiate:** costs money to fix, from wear to major repairs. Get a quote and take it off the price.

1 Exterior

- ☐ **Panel gaps.** Walk around checking panel gaps are even and paint colour matches across panels, especially around the front bumper and guards. Mismatched colour or overspray usually points to a past repair. $
- ☐ **Sliding door.** Slide each side door open and shut by hand several times and check it runs smoothly on its track without dragging or needing a shove to latch. A door that sags or sticks has worn rollers or runners. $
- ☐ **Body rust.** Look closely at the wheel arches, sills, door bottoms and roof gutter for bubbling paint or rust, including around any drilled holes for racks or ladders. Bubbling near drilled holes often means water has been getting in. $
- ☐ **Bullbar mount.** If fitted, check a bullbar is bolted on firmly with no cracked paint or rust around the mounting points. Cracked paint around the mounts suggests the bar has flexed in a knock. $

2 Under the bonnet

- ☐ **Engine oil.** Pull the dipstick and check the oil sits between the marks and looks honey to light brown, not black, gritty or milky. A level that seems to rise on its own can mean fuel or coolant leaking into the oil. $
- ☐ **Coolant condition.** Check the coolant reservoir is at the mark and the coolant is a clear, bright colour rather than rusty, milky or oily. Milky or oily coolant can point to an internal engine leak. $
- ☐ **Oil leaks near injectors.** With the engine off, look over the top of the engine and down the sides of the block for oily residue or fresh wiping around the injector area. Oily grime building up around the injectors points to a seal that's begun weeping. $
- ☐ **Turbo whistle on throttle.** With the engine idling, listen for any unusual whistling or whining that changes with throttle blips; this should be quiet and smooth. A rising whistle or hesitation under load can mean the turbo is starting to fail. $

3 Underbody and wheels

- ☐ **Chassis rust.** Crouch down and look along the floor and chassis rails for rust, bent metal or fresh welds suggesting a past repair. Fresh underseal in one spot alone can be hiding damage. !
- ☐ **Suspension bushes.** Push down hard on each corner and let go; it should settle after one or two bounces without a clunk or looseness. A clunk when pushing down means worn bushes or joints. $
- ☐ **Brake discs.** Look through the wheel spokes at the brake discs for deep grooves or a raised outer lip, meaning they're close to needing replacement. A loaded van wears brakes faster than a car. $
- ☐ **Tow ball condition.** If a towbar is fitted, check the tow ball for heavy shine or wear and the wiring plug for corrosion. Heavy wear means the van has done plenty of towing, adding strain to the drivetrain. $

4 Interior and electrics

- ☐ **Warning lights.** Turn the key to "on" without starting; every dash warning light should come on, then go out once the engine is running. A light that stays lit needs an explanation before you buy. !
- ☐ **Every seatbelt.** Pull every seatbelt out fully and let it retract, checking it latches properly and the webbing isn't frayed. On an iMax, check every row of seats. A belt that sticks or won't retract smoothly may not hold you in a crash. !
- ☐ **Cargo floor.** Lift any floor covering in the cargo area and check the floor and tie-down points for rust or water staining. Stains under a mat often hide a leak that's been covered up for a sale. $

5 Test drive

- ☐ **Clutch feel.** Manual: drive off from a stop and change through the gears, checking the clutch bites smoothly at a consistent pedal height without shuddering. Judder at low speed when pulling away is a warning sign of a worn clutch or flywheel. !
- ☐ **Automatic gearbox.** Automatic: drive through all gears including Reverse and Drive; changes should be smooth with no hard thump, hesitation or slipping feeling. A delay or thump when shifting into gear points to an internal fault. $
- ☐ **Power delivery.** Drive under load and check the van pulls cleanly with no flat spots, and no black or blue smoke from the exhaust. Black smoke under acceleration or a clogged, sluggish feel can point to a build-up problem in the intake. $

! **Stay safe.** Never go under a car held up only by a jack, and never open the radiator or coolant cap on a hot engine. Keep hands, hair and loose clothing clear of fans and belts when the engine is running, and do checks under the bonnet with it switched off where you can. On the test drive, hold a current licence, confirm the car is registered and insured, obey road rules, and only brake hard when the road behind is clear. Meet in a safe, public-facing place, take someone with you, and don't carry large amounts of cash to a viewing.

5 Test drive continued

- [ ] **Brake feel.** Brake firmly from speed on a quiet road; the pedal should feel firm and the van should stop straight with no pulling, pulsing or grinding. Pulling to one side or grinding means the brakes need attention. !
- [ ] **4WD engagement.** 4WD models: if equipped, engage four-wheel drive on a loose or gravel surface and check it engages without clunking, binding or warning lights. Binding or a harsh clunk on a sharp turn means the system isn't shifting drive properly. $

6 Documentation

- [ ] **Service history.** Check the logbook is stamped on time and look for receipts showing regular oil and filter changes. Commercial vans rack up kilometres fast, so gaps in servicing matter. $
- [ ] **Commercial use history.** Ask the seller directly whether the van was used for courier, trade or paid transport work, and ask to see any business log. A van used daily for paid work has usually lived a harder life than a private one. $
- [ ] **Registration status.** Check the registration is current and not recorded as written-off online, and ask for a roadworthy certificate if your state requires one for sale. $

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4+

recalls on iLoads built since 2008*

5

common faults reported on iLoads built since 2008*

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* Shufti analysis, November 2026, of official recall notices, complaints lodged by vehicle owners with vehicle safety regulators, and independent reviews and owner forums. Faults are counted when two or more independent sources report them.

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